

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "TOM N LAIRD 5-5777" <TL39597@deere.com>
Subject: 6M-sometimes ur lucky
Message-ID: <DACDXX21.TL39597.745049070096171FDACDXX21@TCP30.DX.DEERE.COM>

Date: 06/19/96
From: TOM N LAIRD 5-5777
To:
Subject: 6M-sometimes ur lucky

TL39597 - DACDXX21
INTERNET - DACDXE01

I,ve been doing six-meters(mainly CW/SSB contesting) for 20 years now and the radio that I just had to have abt. 16 yrs ago was a Drake TR-6. I had no interest in AM at the time. Well, I finally found one with a matching (close) Raytrack Horizon 6L amp (pair of 3-500's). The guys said, BTW, it has an AM filter and the noise blanker in it too. Didn't make "no never mind to me". I tried it on AM and the darned thing only put out about 5 or 6 watts and I thought the guy stiffed me, until you BA guys enlightened me on controlled carrier. Well I turned it to AM again last night and HELLO'ed into the mic. LOTZA POWER coming out. Now, what am I gonna do with 600 watt AM voice peaks?

Tom Laird WC9M Moline, Il
tl39597@deere.com

lifes too short for QRP! (AM that is)

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: don merz <71333.144@CompuServe.COM>
Subject: A. G. Tannenbaum
Message-ID: <960619193743_71333.144_DHB72-1@CompuServe.COM>

Well, earlier this month I posted a gripe about a set of instructions I received from A. G. Tannenbaum. I felt abused on that one and notified the

list.

Now I want to update you that Tannenbaum gave me a full refund and a certificate for a free manual. They were also very apologetic over the whole thing. Others had told me that they had good experiences with Tannenbaum so I am going to assume that this was an anomaly. They have made it right and I want to let everyone know that they seem to be sincerely interested in good customer service.

Thanks.

Don, N3RHT

71333.144@compuserve.com

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996

From: "Terry O'Laughlin, RM:7135, #:6-6667" <OLAUGHLIN@vilas.uwex.edu>

Subject: BA sighting in movies

Message-ID: <MAILQUEUE-101.960619173304.704@vilas.uwex.edu>

#1 "Johnny Mnemonic" In the "Lo-Teks" gang headquarters, they show a brief shot of a rack in their lab. About chest high, there is a Racal RA-17.

Another sequence shows a rack of "wet-wire" brain interface gear. A close-up clearly shows a Rhode & Schwarz AM/FM signal generator being setup to download data from Johnny's brain.

#2 "The Rock" There is a brief shot of ham rig on a windowsill in the terrorist's headquarters at Alcatraz. It looked like some sort of older Allied or Yaesu rig.

An RA-17 in the "Lo-Teks" headquarters. Sounds appropriate.

73 Terry O' WB9GVB

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996

From: "Allan Fritsche" <fritsche@msn.com>

Subject: BC-603. Deja Vu

Message-ID: <UPMAIL03.199606192107430187@msn.com>

Gang, got home from work and turned on the pc to dump the mail. The network was slow , so I just grabbed at random off the bookcase a Sept. 1958 CQ mag to read. I had just got to page 74 and had read 1 paragraph by Ken Grayson, W2HDM. Guess what it was on converting a BC-603 to 6M.

I didn't think much about it so I stuck it back in the Bookshelve and went to read the list messages off line.

Crap, almost the first message I read was from Allen Tolchkoiski talking about obtaining a BC-603 and wondering about Freq coverage, etc.

Then He was answered by Ton Dawson.

Now, I have been on the list for a while, but I have never seen a question about that receiver.

It strikes me as wierd. Perhaps I was meant for greater things, Like predicting

the next eartquake or when AT&T's stock will go thru the bottom.

At least I will still talk to everyone in my humble fashion.

Your Friend

Al

fritsche@msn.com

BTW, if someone needs to article I will provide for the usualls.

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996

From: Morris Odell <morriso@vifp.monash.edu.au>

Subject: Beryllium

Message-ID: <199606200056.KAA21947@vifp.monash.edu.au>

Hi Bill and the Gang,

Father is 84, and dying of strokes and prostate
> cancer. He seemed quite healthy until a year ago. Must be a very
> slow acting poison, or the alloy has the beryllium very well bound.

Beryllium is slow in the sense that you don't die in the next few hours, but fast in the sense that you die of the chronic effects relatively quickly compared to other "slow" lung poisons such as asbestos.

It causes rapidly progressing inflammation wherever it comes in contact with the body. Skin contact with certain beryllium compounds results in deeply ulcerated slow healing lesions, which require surgical removal.

Eye contact causes chronic conjunctivitis and corneal damage eventually. The main concern is inhaled beryllium which causes rapidly progressive chronic pneumonia with death in as little as 3 months in some cases from lung congestion and heart failure. Death results overall in 2% of cases of chronic berylliosis but the life you have is not worth living much, with severe lung disease and shortness of breath. There is also an increased incidence of lung cancer in beryllium workers.

There is no treatment or cure, and chest Xrays are not helpful in

monitoring exposure. Although the books quote an exposure limit in air of 0.002 mg/m³ (I'm not sure if this is the same figure Barry Ornitz quited as I don't have his post any more), they also say "no Beryllium is allowable in air". I had a holiday job years ago as a student in a nuclear research facility and they were as paranoid about beryllium as about nuclear material. It's not hard to see why.

The stuff is in ceramics as well as phosphors in some CRTs but not in fluorescent tubes, so be careful out there guys - I see there's been discussion of substances in broken tubes recently.

73

Morris VK3DOC

| | |
|---|----------------------------|
| Morris Odell | morriso@vifp.monash.edu.au |
| Forensic Physician | Tel: (+613) 9684 4480 |
| Victorian Institute of Forensic Medicine | Fax: (+613) 9684 4481 |
| http://www.vifp.monash.edu.au/CFM/staff/mo.html | |

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: "Terry O'Laughlin, RM:7135, #:6-6667" <OLAUGHLIN@vilas.uwex.edu>
Subject: Beryllium & AMPCO metal
Message-ID: <MAILQUEUE-101.960619145616.1504@vilas.uwex.edu>

My father was a machinist for AMPCO (American Metal Products Co.) in Milwaukee. One of their engineers once told me that the non-sparking "AMPCO Metal" was an aluminum/phosphor bronze alloy. I don't ever recall beryllium being mentioned. It may have been a minority component in a complex mix.

If it has beryllium, then I should askance at a massive paperweight in my house. AMPCO cast their diamond logo out of their trademark metal and gave them to the employees to celebrate 75 years of being in business. It sits on a bookshelf in the family room.

My father machined this stuff for 30 years with no protection. He was a turret lathe operator and he stayed at AMPCO because bronze machining is lubricated with water and is relatively clean. I toured the plant with him in about 1981 and he pointed out a new OSHA required ventilation system. He said, "All we had was an open window." He died at 82 after about ten years of decline due to multi-infarct dementia, an Alzheimer's like disease.

73 Terry O' WB9GVB

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: Re: Beryllium Copper
Message-ID: <Pine.OSF.3.91.960618212635.23285A-100000@Joyce-Perkins.tenet.edu>

All of this about Beryllium is informative and interesting but how does one know when one has it? I know that I would not recognize it. I've seen a lot of springs and contacts but never assumed that they might be dangerous. What, other than toxicity, are the distinguishing characteristics of parts made of Beryllium compounds?

Lenox, WA50VG
klccarru@tenet.edu

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: bill@skeeter.frco.com (William Hawkins)
Subject: Re: Beryllium Copper
Message-ID: <9606190449.AA01923@skeeter.frco.com>

Well, I have here a pair of slip-joint pliers that my father gave me over 20 years ago. They're a bronze color, and are stamped AMPCO inside a diamond, and underneath that is BERYLLIUM and under that is the letter A. Father told me he got them at National Fireworks during WW2. They were issued for use around explosives because they are non-sparking. Dunno how many times he or I used them, but they're in a plastic bag now. Father is 84, and dying of strokes and prostate cancer. He seemed quite healthy until a year ago. Must be a very slow acting poison, or the alloy has the beryllium very well bound.

Anybody else used beryllium tools?

Bill Hawkins bill@skeeter.frco.com

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Tom Norris <badger@telalink.net>
Subject: Re: Beryllium Copper
Message-ID: <2.2.32.19960619040218.00749b70@telalink.net>

>Well, I have here a pair of slip-joint pliers that my father gave me
>over 20 years ago. They're a bronze color, and are stamped AMPCO
>inside a diamond, and underneath that is BERYLLIUM and under that is
>the letter A. Father told me he got them at National Fireworks during
>WW2. They were issued for use around explosives because they are non-

>sparking. Dunno how many times he or I used them, but they're in a
>plastic bag now. Father is 84, and dying of strokes and prostate
>cancer. He seemed quite healthy until a year ago. Must be a very
>slow acting poison, or the alloy has the beryllium very well bound.
>
>Anybody else used beryllium tools?
>
>Bill Hawkins bill@skeeter.frco.com
>

Got a whole tool box full of pliers, screwdrivers, hammers- even a large sledge
made from berillium copper. It's called a "non-sparking safety tool kit"
Probably one in most fire trucks or haz-mat units.
The stuff is as hard as steel (as far as I can tell) and can be used in an
explosive atmosphere without producing sparks.
Available through fire-safety supplys - and are damned expensive.
Dont remember any safety notice other than not to grind the stuff.

Tom KA4RKT

>

badger@telalink.net
We have enough Youth. How about a fountain of SMART??

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: Lrware@aol.com
Subject: Re: Beryllium Copper Tools
Message-ID: <960619193841_333430688@emout18.mail.aol.com>

I also used to own Beryllium based tools.
Mine were several screwdrivers sold by Xcelite for use
as alinement tools, idea was they wound not de-tune a
tank circuit like steel...
Had blue handles, were kinda of a copperish color.
Lost them years ago, and still miss them, they
worked pretty good!
-Larry Ware
lrware@aol.com

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: "Sandy, W5TVW" <70401.134@CompuServe.COM>
Subject: Re: Beryllium Copper+ 'non sparking'
Message-ID: <960619212557_70401.134_IHD159-4@CompuServe.COM>

Tom,

These type of tools are commonplace (or at least were) around any magazine or igloo where work has to be done around explosives, blasting caps, black power squibs etc. The most dangerous explosive by far is common black powder! If it is very dry (as it should be!) a very small spark can set it

off! Black powder burns practically at the same rate whether confined or not. A pile of black powder can make a pretty good blast. Nitrocellulose (single based) or Nitrocellulose/nitroglycerine (double based smokeless powders) Burn much more slowly in open air, and progressively faster as they are confined. They are much harder to set alight than black powder. Double based powders will detonate (violently explode) if "boosted" in a proper manner.

Anyway, there are many precautions around explosives and pyrotechnics that must be observed, and the non sparking tools are just one of them. I have NEVER seen any precautions as to the tools being toxic in any way.

73,

Sandy, W5TVW

Boat Anchors collected, restored, modified, traded and used!

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996

From: "TOM CLINTON" <TOM_CLINTON_at_AS0200@mail.hq.faa.gov>

Subject: Candler System

Message-ID: <9605198352.AA835210300@mail.hq.faa.gov>

Can anyone tell me about the "Candler System" for learning Morse that was touted by Ted McElroy. The ads appeared in all the old QST's.

French's bio of Ted said he just loaned his name for a buck.

What is the best way to increase code speed? I seem to have hit a brick wall at about 25-30 wpm using a MFJ tutor thingamajig. Since I don't get that much time on the air, I use the tutor during my commutes to and from work. Of course age probably has a lot to do with it. I hear guys on 40M sometimes that must be doing 50-60 wpm.

11:51:40 Handle closed = 10

11:51:40 Deleting file C:\SMTPLINK\TEMP\SM176497

11:51:40 Handle closed = 6

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996

From: "Dick Dillman" <ddillman@igc.apc.org>

Subject: Re: CB Radio Channel Use Proposal

Message-ID: <84410.ddillman@igc.apc.org>

On Mon, 17 Jun 1996 22:10:40 -0700 (PDT),

Robert Kennedy - Now New And Improved!!! <rkndy@seattleu.edu> wrote:

>On Mon, 17 Jun 1996, PETE ISAACSON wrote:

>> I've been picking up walkie-talkies from garage sales & etc.

>> Of course these things only broadcast on Channel 14 (I believe.)

A bit of techno-caution, if I may, on those CB walkie-talkies. Even in an ideal CB environment like the playa, they may not be very effective. First, you're dealing with low power, usually 1 Watt or less on the 1 to 3 channel radios. Then you have a very inefficient antenna that wastes most of that Watt (consider that the optimal CB antenna would be 108" long and you see how much of a compromise even a 3' antenna is). They may work around camp, but don't depend on them to call for help when you're "out there".

Much better to purchase a used under-dash 5 Watt job and get a good antenna.

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: william wiggins <bwiggg@worldnet.att.net>
Subject: CB-1 sold
Message-ID: <199606190400.EAA28974@mailhost.worldnet.att.net>

The CB-1 has been sold to another list member. Thanks to all who replied.

Billy

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
Subject: Classic NCL2000 AMPLIFIER

For sale NCL2000 Amplifier just had this amp restored and it is in good condition scale 9.5...Just purchased a new amp and the national must go \$325.00 shipped. If you are interested call.

1-713-631-6770 or e-mail 072844@msn.com

N5PAF Bill

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: "James P. Rybak" <jrybak@mesa5.Mesa.Colorado.EDU>
Subject: Collins Manuals and Mech. Filters???
Message-ID: <Pine.SV4.3.91.960619122841.22068A-100000@mesa5.mesa.colorado.edu>

Can anyone recommend a good source for original manuals and mechanical filters for the Collins S-line equipment?

Thanks.

Jim W0KSD

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
Subject: COLLINS S LINE

I have a 32S3....75S3b....312B4...516F2...all about a 7 to 8 on a 10 scale FOR SALE All in Good working condition... No scratches or dings.. Have no manuals... \$1150 plus shipping will seperate...Will not seperate the 516F2 from the 32S3...One Filter...Top Shield missing Bottom shield on... E mail soundimp@intex.net Thanks Bob KK5FJ

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: "RUSS MICKIEWICZ, N7DHK (EX WA9SSR)" <R.MICKIEWICZ@TEK.COM>
Subject: DO YOU HAVE ANYTHING ON THIS NAVY BOATANCHOR?

CONTRACTOR COLONIAL RADIO CORPORATION BUFFALO NEW YORK CONTRACT
NXSR-37799"

8" HIGH, 7" DEEP, 10" WIDE; ARMY GREEN; EXTERNAL POWER WHICH COMES IN
FROM A MALE 5 PIN TUBE PLUG ON BOTTOM, 3 ACORN TUBES, 3 OCTALS, 4
BANDS, 131 "CHANNELS", 2" METER FOR T AND R FILIMENTS AND TRANS PLATE
MA; 4 PIN MIKE, PHONE AND KEY JACK; CRYSTAL CAIBRATOR. ANY IDEAS? ANY
HINT OF A SCHEMATIC? FREQUENCY OR OPERATION?

TNX, BEST OF 73S, RUSS

- - - - - End of Forwarded Message

- - - - - End of Forwarded Message

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Bill Moore <bill_moore@mevatec.com>
Subject: FS- Old Radios, Lit. and t
Message-ID: <960619.082747@mevatec.com>

| | | |
|-------------|-------------------------------------|--------------|
| | Subject: | Time:9:46 |
| OFFICE MEMO | FS: Old Radios, Lit. and test gear, | Date:5/11/96 |

Still have a few items left, make an offer if you want I need to get rid =
of these things. You can call at 205 880 1207 for further info or email =
me at work bill_moore@mevatec.com. Trades for Pilot Items are always =
welcome. Thanks

2. Book-"Hyper and Ultra-High Frequency Engineering" by Sarbacher and =
Edson 1943 \$6
3. RA DA instruction sheet for 1922 Westinghouse, Full color reprint \$6 =
pp
7. Zenith Transoceanic 7G605 service data \$4 inclues ship.
8. Radio Design Magazines, 1928, 1930 and 31 Official Organ of the Pilot =
radio company \$8 each
10. Motorola x25w transistor, good condition
14. Nobatron DC power supply 18-36 VDC 1.5 amp \$15
15. Sola Power conditioner. 1.25 amp \$15 ea
18. Bogen Power amp model cha-33 with phono built into cage, nice =
condition and working \$25
20. NRI RC Tester model 112 \$20
21. Telefunken Concerto, large german table model. The row of small tone =
control pushbuttons is missing, \$95
22. Zenith Royal 790 "Super Navigator" very nice and working \$45
23. AK 165 Cathedral grill cloth. This is the original grill cloth on a =

hard cardboard backing. very nice condition \$20
25. NOS Power stat. model 2368-2. These variacs are double ganged and =
can handle 9 amps each...\$30 ea

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: robert fowle <hammarlund@voyager.net>
Subject: FS: / Trade: Transformer(s) & headset adapters
Message-ID: <199606191817.0AA13687@vixa.voyager.net>

it's me again, and i have just sorted out the following Xfmr's I will not be
using.
all plus shipping.....(heavy)....FS/Trade...U tell me...

Thordarson #T-47109 xfmr. it's taps are marked as follows:

| | | | |
|------|----|-------|-----|
| 2.5V | | | 10A |
| 0 | CT | | 0 |
| | 0 | | |
| | 0 | 0 | 0 |
| 10v | ct | 3.25a | |
| | | | |
| 0 | 0 | 0 | 0 |
| 5v | 3a | 5v | 3a |
| | | | |
| 0 | 0 | 0 | 0 |
| PRI | | 6.9v | 1a |

UTC XFMR # S-55 6.3v@3A
INDUCTOR 1-2 = 630T 2-3= 2200T
CHOKE C-2987 16HY @ 50MA
CHOKE N.I.B. 6-X-3 HF 8.5 HY @ 50 MADC
xfmr..taps as follows: pri-100v, 3 taps read= 10.2/5.1v @ 5A
3- read= 10.2/5.1@10A

also have1 each of: headset adapter MC-385-A & MC-385-C
for use with headset HS-### or HS-38
made by the Rola company cleveland oh.
the 'A' unit says: Order # 3792-WF-42
the 'C' unit says: Order # 46-DAY-44 & SC4644A
if you ask me they're identical except, one is Mil. and the other isn't.
no idea as to \$ U tell me..if anybody can use them.

=====]-[->

Robert Fowle KC8DBC
The HAMMARLUND Historian
Ph. voice or fax 517-789-6721

1215 Winifred

Jackson, Mich. 49202-1946

E-mail at: hammarlund@vixa.voyager.net

HAMMARLUND LITERATURE WANTED

WANTED: MANUALS FOR ANY MAKE RADIO EQUIPMENT

=====]-[->

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
Subject: Re: FS: Drake T-4X Transmitter and Power Supply

For sale: Drake T-4X Transmitter, Power Supply and manual.
Good condition; it works.

I ship COD cash-only to you for \$120.00

Mike N8MIB

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: John Wieder <jwieder@gunnison.com>
Subject: FS: Heath audio amp
Message-ID: <199606200127.TAA06671@gunnison.com>

Anyone have an interest in a Heath W-5M audio amp? Contact me by email.
Tnx es 73 John WA0JYJ jwieder@gunnison.com

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: FS: Radios, etc.
Message-ID: <Pine.OSF.3.91.960618213024.23285B-100000@Joyce-Perkins.tenet.edu>

Have the following taking up space in my garage: (all prices + shipping)

Truetone Model D-3722 sold by Western Auto. Tube lineup: 1R5, 1U4, 1S5, 3Q4. Works, dusty, in very good condition except leather handle needs replacing. AC/DC and Battery. \$35.00

Emerson Radio and Phonograph Corp. Model RS-8HS-490 (at least I think that is the model number). In very nice wood case with original knobs, etc. Some age and light watermarks in finish. Would look super with refinishing. Tube lineup: 50L6GT, 35Z5GT, 12SQ7, 12SK7, 12SA7GT. Looks complete but filaments don't light. \$40.00

AC Probe marked: AC probe for use only with the Hickock Model 209A serial No. 6-13400 and up. Appears to be in good condition except alligator clip on end of ground wire is missing. \$10.00

Box containing the following tubes and miscellaneous: 836, VT-154, 2 EA 6CA7, 5U4GB, 2 EA 6X5GT, VT-119, 6SN7GTA, 38HE7, CK6438, 7199, 17JZ8, 8V3, 12AV7, 6AG7; 4 9-pin miniature tube sockets 4 11-pin octal size plugs and sockets with shells. Anyone who is willing to pay for the packing and shipping can have this stuff. I have not tested the tubes and have no idea of their condition.

Lenox Carruth, WA50VG
klccarru@tenet.edu

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: Classic NCL2000 AMPLIFIER
Message-ID: <87624.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All replies must go to the person making the post, not me.

----- Forwarded message begins here -----

From: William Finley <072844@msn.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: COLLINS S LINE
Message-ID: <84322.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All

replies must go to the person making the post, not me.

----- Forwarded message begins here -----

From: sound impressions <soundimp@intex.net>
Newsgroups: usenet.rec.radio.swap
From: boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: VULM45A@prodigy.com (ROBERT W PAINE)
Subject: Fwd: E-mail address change
Message-ID: <199606192146.RAA20970@mime4.prodigy.com>

-- [From: Robert W. Paine * EMC.Ver #2.10P] --

Expanded recipient data:

| | |
|------------------------|-------------------------------|
| To: Charles N Paine II | \ CompuServe: (102214,1231) |
| To: ConnectSoft | \ PRODIGY: (YDJJ32A) |
| To: David | \ PRODIGY: (JVZK57A) |
| To: Lthwaits@aol.com | \ America On-Line: (LThwaits) |
| To: Modlin, Ed | \ PRODIGY: (ZTGE99B) |
| To: PRODIGY Services | \ PRODIGY: (HELP97A) |
| To: Rafael | \ FAX: (535-0290) |

----- FORWARD, Original message follows -----

> Date: Friday, 07-Jun-96 03:38 PM

>

> From: Robert W. Paine \ PRODIGY: (VULM45A)
> To: Tony \ PRODIGY: (FHTM32A)
> cc: Airwaves Media \ Internet: (articles@airwaves.com)
> cc: Bill P \ Internet: (rrb@clm.aiss.uiuc.edu)
> cc: Bill Pfeiffer \ Internet: (airwaves@dialnet.net)
> cc: Boatanchors - Jack (listown) \ Internet:
> (listown@jackatak.theporch.com)
> cc: Boatanchors@thepor \ Internet:
> (boatanchors@theporch.com)
> cc: Charles N Paine II \ CompuServe: (102214,1231)
> cc: ConnectSoft \ PRODIGY: (YDJJ32A)
> cc: David \ PRODIGY: (JVZK57A)
> cc: David Curle \ Internet: (eha@winternet.com)
> cc: Dewhurst, Theresa \ Internet: (tdew@ios.com)
> cc: Dvs65@rcnet.com \ Internet: (dvs65@rcnet.com)
> cc: Harrison, Sam \ Internet: (sharrison@cap.af.mil)
> cc: Lthwaits@aol.com \ America On-Line: (LThwaits)
> cc: Lynn@anet-stl.com \ Internet: (lynn@anet-stl.com)
> cc: Margaret Olson \ Internet:
> (olson@duracef.shout.net)
> cc: Matt Smith \ Internet: (zarahmla@xmission.com)
> cc: Modlin, Ed \ PRODIGY: (ZTGE99B)

> cc: Neil T. Kazaross \ Internet:
 (neilkaz@interaccess.com)
 > cc: Old.time.radio-request@ai \ Internet:
 > (old.time.radio-request@airwaves.com)
 > cc: Otr-request@airwav \ Internet: (otr-
 request@airwaves.com)
 > cc: Radio Services \ Internet: (radio@fm.net)
 > cc: Rafael \ FAX: (535-0290)
 > cc: Richardson Kurt A \ Internet:
 (karichar@mailbox.syr.edu)
 > cc: Rob Montgomery \ Internet:
 (rmontgom@abacus.bates.edu)
 > cc: Rosalyn L. Insley \ Internet: (rinsley@sentex.net)
 > cc: Sadlerj@wr.com.au \ Internet: (sadlerj@wr.com.au)
 > cc: The Perfesser \ Internet: (perfessr@edge.net)
 > cc: Tvb_admin@parkhere \ Internet: (tvb_admin@parkhere.com)
 > cc: Wolboldt Paul \ Internet:
 (wolboldtp@comm.hq.af.mil)
 > cc: Yahoo Picks \ Internet:
 > (yahoo-picks-request@yahoo.com)
 >
 > Subject: E-mail address change
 >
 > Effective immediately, my new e-mail address is :
 >
 > bpaine@mail.drsystems.com
 >
 > The Prodigy account will no longer accept mail after July 15, 1996.
 This
 > account will probably be closed. Sorry for any inconvenience. Please
 send
 > all mail to the above address.
 > Thanks, Bob

----- FORWARD, End of original message -----

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
 From: "Dick Dillman" <ddillman@igc.apc.org>
 Subject: Fwd: Re: FS: Drake T-4X Transmitter and Power Supply
 Message-ID: <87629.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All
 replies must go to the person making the post, not me.

----- Forwarded message begins here -----

From: Michael Docy <mikedocy@netcom.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: "Michael Hanz" <hanzm@ncr.disa.mil>
Subject: Gear Drive Adjustments (was: silky smooth 390A kc knob)
Message-ID: <9605198352.AA835219110@ncr.disa.mil>

Gear clearances are almost always a problem. Helps to go back to basics. The gears normally have teeth that are cut to a special curve, so that there is a series of continuous, overlapping, sliding contact points as the teeth mesh and unmesh. Ideally a contact point on the next pair of teeth to mesh becomes firm before the point on the preceding pair disengages. If that doesn't happen, or if the clearance is such that you're on the wrong part of the curve, you get either "cogging" or free play. Assuming the bearings are adequately lubricated, gear clearance is usually the root of a bad tuning knob "feel." There's generally three ways of getting the right clearance:

- (1) adjustment (has to be designed into the mechanism somehow...by moving one gear bearing with respect to the other),
- (2) selection/substitution, and
- (3) spring loaded split teeth (double) gearing.

The first approach can be sophisticated, with a pivoted or cam type bearing housing, or crude - sloppy fit between a bearing retainer and the main chassis (just loosen the screws, adjust, and retighten.) The second way takes patience and a supply of slightly different sized gears - cut and try is the best way to describe it. The third is a lot more common, and requires a less precision combination of (1) or (2) and a one to two gear tooth offset preload. The spring loaded interference both takes up wear and reduces the "touchiness" of the bearing-to-bearing adjustment distance. Getting the preload can be fun...helps to have three hands and a couple of prehensile toes sometimes. Usually involves holding a preload while trying to mount the attached bearing block (in a BC-348 for instance, the bearing retainer is the variable tuning cap...after you get the gears meshed, you then have to shift the cap around with loosened mounting screws until you have a smooth action on the tuning knob.)

I haven't looked at an R-390 for a while, but my vague recollection is that the gears are suspended between two bearing plates, which makes the adjustment method (1) basically infeasible. The selection/substitution method requires a few of the same gears from a junker - the most important one to get right would be the one attached to the KC knob. Somehow you have to get the center-to-center distance correct...tightness may be a combination of misalignment of the front and back plates, manufacturing tolerances of the gears, or bearing misalignment. Best I

can tell you is to see what you can shift around a tiny bit, and then try it and see what happens.

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: "Gary E. Norman" <genorman@ix.netcom.com>
Subject: Heath Chippewa
Message-ID: <199606192329.QAA20003@dfw-ix9.ix.netcom.com>

I would like to get the opinion of those on the list.

I have a friend with a Heath Chippewa KL-1 linear amp. He has already made some modifications (added 160m) which are about 90% reversible and is now thinking about some major modifications such as replacing the 4-400's with a single newer tube. The only thing remaining of the Chippewa, then, would be the name on the front panel. I feel that this amp is fairly rare and would like to see it stay in its original state as much as possible. He's suggested that I buy it from him if I feel this way, but we haven't talked price.

He does not feel that the original design was very good - by today's standards.

1. A single more modern tube offers more watts per dollar than the two 4-400's.
2. It requires very low drive and readily breaks into oscillation. Its probably grounded cathode - grid driven.
3. The power supply does not have step-start which I thought was not really necessary with tube rectifiers which I think it still has.
4. The plate current meter is in the B+ line and is mounted right on the face of the front panel. This probably should be changed.

Would a Chippewa be worth keeping original? Was it the victim of a poor design that caused Heath to drop it from their catalog after a short time?

Any comments would be appreciated.

Thanks.

Gary Norman, AB1I
genorman@ix.netcom.com

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: lstolz@tekelec.com (Lynn Stolz)
Subject: Help Date This Vibroplex?
Message-ID: <9606191403.AA04688@london.oh.tekelec.com>

Hello everybody,

I have an old Vibroplex Champion bug that I'd like to have an idea of its manufacturing date. The base is black wrinkle, the label has the New York address, and the serial number is 171205. I don't need an exact year, but something like late fifty's, early sixties, etc. would be fine.

BTW, it looks nice next to the AT-1/VF-1/HQ-150...gotta take some pictures.

Thanks Much.

Lynn, N8AJ

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: pbock@melpar.esys.com (Paul H. Bock)
Subject: Re: Help Date This Vibroplex?
Message-ID: <9606191455.AA21498@syseng1.se.melpar.esys.com>

>I have an old Vibroplex Champion bug that I'd like to have an idea of its
>manufacturing date. The base is black wrinkle, the label has the New York
>address, and the serial number is 171205. I don't need an exact year, but
>something like late fifty's, early sixties, etc. would be fine.

Lynn,

It should be about early to mid-'50s. Here's what I have that's been dated that supports this estimate:

Lightning Bug #129xxx, dated to 1943
WWII Deluxe Original #130xxx, dated to 1943
Champion #204xxx (gray base) dated to 1958-60

73,

Paul, K4MSG

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: mflicinski@VNET.IBM.COM
Subject: How are holes in metal panels removed?
Message-ID: <199606192020.PAA05036@uro.theporch.com>

I recall a thread recently in our BA group that described a method of filling-in holes made in a metal panel. I think it dealt with the use of lead or solder as an effective filler. Refinishing the paint is another related subject.

Can anyone point me to either the method or BA archive post to 'read all about it'?

I just got a DX-35 (like my first rig) and would like to 'erase' two holes in the front panel.

Mike K2UXE
Austin, TX
mflicinski@vnet.ibm.com

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: ross@hypertools.com (David Ross)
Subject: LARGE boatanchor needed in Astoria, Oregon
Message-ID: <199606190329.UAA13756@desiree.teleport.com>

BA Folks -

The SS Jeremiah O'Brien, the last original Liberty ship, will be in Astoria, Oregon from July 30 to August 6. In conjunction with this port call is the annual Port of Astoria open house on August 3, which will be capped off by a 'USO dance' in one of the Port warehouses.

The Port has invitations out to local military vehicle collectors, and as a known fancier of old radios I got the word from one of the guys at the Port - "bring down some WWII radios". I've got a TBY-2 and a rack of ARC-5 TXs I plan to bring and operate, but I'd love to have some more boatanchor folk and their gear for company. The radio display will be on the pier where the O'Brien is docked - there's lots of space there, the Port will provide 110 VAC power, and it is hard to imagine a more appropriate place to display and operate boatanchors.

Make plans to come to Astoria for the weekend of August 2-4, tour the last original Liberty Ship, check out the Maritime Museum and Fort Stevens, cut a rug at the USO dance, and put your fine piece/pieces of WWII iron on display and on the air! Get in touch with me directly (ross@hypertools.com) for more info.

73
Dave Ross KA6EPI ross@hypertools.com

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: "Richard A. George" <wa6jox@rain.org>
Subject: last of the estate tubes
Message-ID: <Pine.SUN.3.93.960619192952.14556A-1000000@coyote.rain.org>

Just finished boxing up the last of my Dads estate tubes and they are listed below. I will pay shipping CONUSA. Please reply e-mail direct.

Box 1A 3ea 4-250, 1ea pl6569, 1ea 4e27, 1ea 832, 2ea 10Y, 2ea HY-61
\$40.00

Box 2A 6ea 807, 811, 2ea 809, 2ea 815, GL5545, 810, 837, 2ea 8298, 6LQ6,
PL-177A, 6ea 6252, 4-250, 6GE5, 2ea 5894, 829b, 15E, 1625, 3b28, 3c24,
QB3/300, 8025 \$30.00

Box 3A 30ea assorted glass tubes \$20.00

Box 4A 6ea 807 \$15.00

Box 5A 30ea 4x-150 \$15.00

Box 6A 36ea nice old xmit tubes \$30.00

Box 7A 11ea 4-250, 6ea 4-65 \$30.00

Box 8A 5ea 1625, 3ea 807 \$20.00

Box 9A 8Ea 1625 \$15.00

Box 10A sold

Box 11A 4ea 815, 2ea RK60, VT25, 2ea 807 \$20.00

Thank you to all who have helped get these in to the hands of people that will use them 73 WA6J0X Dick

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: william wiggins <bwiggg@worldnet.att.net>
Subject: Millen HV connector
Message-ID: <199606192319.XAA12278@mailhost.worldnet.att.net>

Someone earlier today posted a message to the list looking for a HV connector. I have a new Millen #37001 HV connector. I think that is what the gentleman was looking for. Please contact me via Email.

thanks
Billy

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: "Joseph J. Curry" <71407.1774@CompuServe.COM>
Subject: Millen HV Connectors
Message-ID: <960620032040_71407.1774_FHV119-1@CompuServe.COM>

Phil:

You posted to Boatanchors today requesting info on Millen HV connectors. Since this is of general interest to the list, I am copying them as well.

Millen is alive and well, at least partially so.

Millen has some limited stock (including HV connectors the last time I tried them) and can be reached by phone at 508.975.2711 back in Andover, Mass. Their fax is 508.474.8949.

They don't have a catalog, I just used an old ad in an ARRL handbook. What you are looking for is #37001 (in either black or red) and they come as a set (M&F). I seem to recall they were \$5 or \$6 a set. You can order by phone since they take VISA or MC. They also have ceramic plate caps, xtal sockets, coil forms, etc....almost like a trip back in time!

Hope this is helpful.

73,

Joe K3IC0 (ex-KE6LFT, ex-K3IC0)

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: Mish R390A is a beauty!!
Message-ID: <84327.ddillman@igc.apc.org>

On Tue, 18 Jun 1996 11:20:38 -0500 (CDT),
Walt Novinger <waltn@earthlink.net> wrote:

>I'm so happy with the Miltronix unit I bought from another SWL that I have
>just sent my EAC unit to him for his laying-on of hands. This one will be
>done with a gloss-black panel with white lettering (thanks for the idea,
>Dillman)...this is a really beautiful combination. I have no idea what I'll
>do with _two_ 390-As, but I'm sure I'll figure it out :=).

Always ready to help, Walt! But I'm staying one step ahead of you on the black panel radio front. As you may have seen, Rick has just done

a CV-591A for me including a black panel re-paint. Now all I need is a taller cabinet for the black '390A and the '591A.

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: JOHN_SEHRING.parti@ecunet.org
Subject: NC-125 STANDBY DRIFT
Message-ID: <9606191430.aa24391@pcusa01.ecunet.org>

I modified my NC-125 standby switch a la Hallicrafters
S-76/SX-96,-100,-101,-101A,-115,-111,-122!

Hallis switch to standby by lifting the bottom end of the RF gain control, leaving only a 330K resistor to ground for that line. This control ties the bottom end of all RF & IF stage cathode resistors together, just like in the NC-125

To do it, lift bottom end of R-4 (the RF gain pot) from ground. Run a 330k/0.5 Watt resistor from temporarily disconnected bottom end of the pot to ground. Rewire existing rx/standby SPST switch to bypass the new 330k resistor for normal rx and open for standby.

This will eliminate drift problem.

Nice little radio. I use it with a homebrew spectrum analyzer (from CQ October 1961; what a big job it was!) that needs a 455 kHz IF input.

-John Sehring (06/19/96 11:32 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: azoth@netcom.com (Az0th)
Subject: Need 32S-3 Manual
Message-ID: <199606191925.PAA19235@netcom6.netcom.com>

Hiyall,

With the XYL's financial backing, I just bought Bob Peters' winged 32S-3/516F-2 to complete my S-line, but without manuals. Nebraska Surplus has nice Rockwell reprints, but before I go that route I

figured I'd ask if anybody on the list has originals they don't need.

Yes, no, maybe? ;-)

73 de KF4FJH - RF Buchanan

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996

From: jkilgore@IO.COM (Jeff Kilgore KC1MK)

Subject: Need DX-60 manual or copy

Message-ID: <199606190352.WAA13305@deliverator.io.com>

Does anyone have a DX-60 manual that they would be willing to sell or copy? I just acquired a DX-60A, but no manual.

I've had a pretty good run of luck lately. I have a DX-60A, a Drake R-4, and a Heathkit HW-16 with HG-10 VFO on the way. I'll be going to Ireland in a week and a half, and I just know some good stuff is going to pass me by while I'm gone. At least I'm doing ok before the trip!

73,
Jeff Kilgore, KC1MK

P.S. Please respond to me at kilgore@tivoli.com if possible, as I see my e-mail there much more often.

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996

From: "Allan Fritsche" <fritsche@msn.com>

Subject: NIB - Maybe?

Message-ID: <UPMAIL03.199606192218040146@msn.com>

Gang, 24 years ago before I worked for AT&T , I was a electronic parts counterman for a couple of years. BTW, Much more interesting then what I do today. One particular company I worked for (now gone) was in a very poor part of Houston. We dealt mainly with TV repairman in the area, These guys would come daily and want to look over a particular SAMS manual, which we had a full set of. I can hardly remember selling any of them a Photofact. It was like the store was a library. I am not knocking the idea as we sold a heck of alot of parts that they thought were bad. Unfortunately a lot of the so called bad parts were discovered to be not bad upon servicing the set. The owner of this place (God Rest His Soul) would take back almost any part for credit that was not burnt to a crisp, etc.

Now for the meat of this message.

We sold two lineups of tubes, GE was the best and then Raytheon. Usually a buck or two difference in cost which at the time was expensive. These characters would buy the Raytheons and if that fixed the problem, they then knew that they could pass the cost of a GE back to the customer so they brought back the Raytheons and exchanged for GE's No Questions Asked. Now I have seen tubes sold a month before brought back for exchange, I have also seen tubes that were obviously in a set for 5 years brought back for exchange, etc. Basically I do it all.

So the point (If your still reading is) you never know what in the hell you are buying in a NIB, even if tubes were still sold over the counter today.

Crap , as long as they work and fix a problem who could ask for more.

Your Friend

Al

fritsche@msn.com

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996

From: "Andy Howard, WA4KCY" <102452.362@CompuServe.COM>

Subject: NIB, NOS, MINT, etc.

Message-ID: <960620034009_102452.362_DHT76-2@CompuServe.COM>

Hello from a stormy Carrollton, Georgia,

On the subject of the aforementioned descriptions of tubes, parts, sets, I would like to add the following comments. NIB indicates new in the box. There is such a thing as something that is new and not in the box such as running spares from military radio gear and the like. Maybe we need NOB (new out of the box) to describe some of this stuff.

NOS or new old stock to me describes a tube, part or set that is new and unused but was built say in the 50's as an example. There are new old stock from before and after the 50's of course. If you go to a hamfest and buy a 1625 that is unused and in the box then it would qualify as NOS or new old stock. Another way to look at it is if you had a Chinese made 811. It would qualify as NIB but not NOS.

The most misused and least understood term is "mint". I have seen radios that were described as mint that looked as if they had been in a barn for 50 years. The term "mint" comes of course from the description of new and freshly minted coins . A mint coin is new, unissued, untouched by human hands and is in a plastic envelope to protect it. Not many radios would qualify using that criteria to describe "mint". All areas of advertising use catch words. One that

is misused quite often in the firearms industry is "rare". As in all things suspicious or not completely understood buyer beware is still good advice. "Natural" comes to mind in the food and drug industry. Imagine somebody advertising a food as "unnatural".

My regards and good wishes to everyone on BA.

Andy Howard, WA4KCY
AMI Cert. #9
Carrollton, Georgia

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: pbock@melpar.esys.com (Paul H. Bock)
Subject: NOS & NIB once more
Message-ID: <9606192048.AA29955@syseng1.se.melpar.esys.com>

How about this:

Stock - Previously unsold stock items of current manufacture.

NOS - Previously unsold stock items which are no longer being manufactured.

NIB - Items which are in brand new, absolutely unused condition and still in the original packaging, but have either been previously sold or whose history is unknown. Items may be either of current manufacture or obsolete.

73,

Paul, K4MSG

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: pbock@melpar.esys.com (Paul H. Bock)
Subject: NOS vs NIB
Message-ID: <9606192024.AA29596@syseng1.se.melpar.esys.com>

Well, here's \$0.02 worth:

To me, NOS (New, Old Stock) signifies an item which was never sold commercially. It may be from a military supply stockpile which has been auctioned off, or from a commercial supplier's stockroom likewise auctioned off.

NIB (New In Box) is an *UNUSED* item which *MAY* have been sold, but remained in the box and was never put into any kind of service.

As an example, a military stockpile of tubes bought at auction from, say, Naval Supply Center would qualify as NOS. Similarly, a supply of tubes or other parts bought at auction from an electronic supplier who went out of business also qualifies as NOS. It is "old stock" which is still considered to be in "new" condition and has never been sold to a consumer or user.

One caveat on NOS: I've never heard anyone define what qualifies as "Old Stock," and I'm sure a bunch of unsold diodes or ICs from Digi-Key (assuming they sold off at auction) would not necessarily be considered "Old Stock" - then again, if they were 1960s germanium diodes, maybe they would. "Old Stock" by any measure is a sort of nebulous term.

NIB is another matter. I could hop down to EEB and buy a brand-new IC-706, never open the box, and sell it in 6 months as NIB. I could do the same with a 1958 Millen dial which was also still wrapped up and in the original box. To me, "NIB" simply means "never *USED* and in the original container," but it does *NOT* imply "unsold" to a potential user - heck, it could have been sold and resold many times.

To sum up, I see NOS as new condition, never sold, from someone's stock (military or commercial); and NIB as new condition, in the original box, but sales history is unknown.

73,

Paul, K4MSG

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: NOS vs NIB: Which, When?
Message-ID: <199606191747.MAA16409@dlep1.itg.ti.com>

Greetings,

I thought I knew the difference between NIB and NOS, but now I'm confused because usage of the terms seems to vary. I thought that NOS referred to government surplus while NIB meant any tube still in its original box

regardless of manufacture date.

For example, would a tube manufactured in 1938, still in its original box, be considered New-In-Box? Or is it in fact considered New-Old-Stock because of the age.

Or, how about a tube manufactured for the government in 1942 and still in its original box. Could that be considered both New-In-Box and New-Old-Stock?

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: Re: NOS vs NIB: Which, When?
Message-ID: <199606191930.0AA08748@ns.cyberhouse.com>

I consider NOS to mean, as you say, "new, old stock". I would normally think that NIB, meaning "new in box" referred to new manufacture. However, I would consider the tube type and source and consider translating NIB to NOS.

Personally, except for currently produced transmitting tubes, I would go for NOS over NIB.

thanks,
Phil

>
>Greetings,
>
>I thought I knew the difference between NIB and NOS, but now I'm confused
>because usage of the terms seems to vary. I thought that NOS referred to
>government surplus while NIB meant any tube still in its original box
>regardless of manufacture date.
>
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>be considered New-In-Box? Or is it in fact considered New-Old-Stock because
>of the age.
>
>Or, how about a tube manufactured for the government in 1942 and still in

>its original box. Could that be considered both New-In-Box and New-Old-Stock?

>

>

>Regards,

>Bill Sorsby, N5BU

>

>*****

>bill.sorsby@dlep1.itg.ti.com

>Views expressed herein are no one's fault but mine.

>*****

>

>

Phil Mills, AB5TH

pmills@cyberhouse.com

713-992-5762

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996

From: Steve Ellington <n4lq@iglou.com>

Subject: Re: NOS vs NIB: Which, When?

Message-ID: <Pine.GSO.3.93.960619153413.27176A-100000@iglou>

>

> I thought I knew the difference between NIB and NOS, but now I'm confused

> because usage of the terms seems to vary. I thought that NOS referred to

Now I'm confused. I thought NOS meant Not Onthe Shelf and NIB was Not Inna Box.

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996

From: jml@spider.lloyd.com (Jim Lockwood)

Subject: Re: NOS vs NIB: Which, When?

Message-ID: <m0uWTV4-001Nd5C@spider.lloyd.com>

At 12:50 PM 6/19/96 -0500, Bill Sorsby wrote:

>

>I thought I knew the difference between NIB and NOS, but now I'm confused

>because usage of the terms seems to vary. I thought that NOS referred to

>government surplus while NIB meant any tube still in its original box

>regardless of manufacture date.

>

The acronym "NIB" is a fairly recent one, in my experience. I take it to mean the same thing as the well worn, and commonly used "NOS", which means literally "New Old Stock".

NOS doesn't relate to any particular source, be it government or commercial. Rather, it simply means an old (and possibly out of production) never-used whachamacallit that is still in its original box.

73,

Jim - km6nk

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: clarke@next3.acme.ist.ucf.edu (Thomas Clarke)
Subject: Re: NOS vs NIB: Which, When?
Message-ID: <9606200303.AA21154@next3.acme.ist.ucf.edu>

My two cents.

I always thought that NOS had the overtone of from the old-time original era. E.G. a NOS GE 6L6GC versus the equivalent from Sovtek.

NIB is just a term used to describe the condition of used merchandise. As new in (with?) the box. I have seen this used for stuff like telescope eyepieces.

73

Tom Clarke
KE4VFH

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: Re: NOS vs NIB: Which, When?
Message-ID: <Pine.OSF.3.91.960619152333.32021C-100000@beall.tenet.edu>

Interesting question, Bill. I am involved in the restoration of old vehicles (military) and never see NIB in that context. NOS always means that the item is unused but original manufacturer as opposed to a reproduction part. NIB could mean almost anything as it does not seem to connote original equipment (i.e., old). In other words, a brand new ICOM could be NIB but not NOS. On the other hand, a HRO could be either I suppose. (Wouldn't that be worth a bundle?) However, I always thought that NIB meant new equipment of recent manufacture. I have never felt

that NOS had to refer to only government parts though.

That information may make things worse, not better but it is worth what you paid for it.

Lenox, WA50VG

klccarru@tenet,edu

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: Russ Mickiewicz <russm@netman.ENS.TEK.COM>
Subject: Old Radio

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Sandy, W5TVW" <70401.134@CompuServe.COM>
Subject: Peculiar odor, what is it?
Message-ID: <960619043353_70401.134_IHD82-1@CompuServe.COM>

Hello gang!

There must be an old timer in the group that had something to do with tube manufacture or knows someone who did. Everytime I bust bad tubes (like old dud 807's and 811's etc. to salvage the bases) there is a peculiar pungent metallic odor that is sometimes fairly strong (to my nose anyway!) Does anybody KNOW what the source of the odor is? My GUESS is that it's the 'getter' flash on the glass, as it seems to disappear fairly quickly after things 'air out' for a few minutes.

Anybody have a clue? I haven't found a reference to this anywhere and Spangenburg does not mention it in his work "Vacuum Tubes", which pretty much covers the physics, geometry, manufacture etc.

73,

Sandy, W5TVW

Boat Anchors collected, restored, modified, traded and used!

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "William L. Fuqua III" <wlfluqu00@service1.uky.edu>
Subject: Re: Peculiar odor, what is it?
Message-ID: <199606191257.IAA11836@service1.cc.uky.edu>

I have never given it any thought but it must be air borne dust. If it were gas the tube would have been soft. That may be why the odor dissipates so quickly. I would inhale a little of it as possible sense there are some pretty bad materials inside the vacuum tubes. Dust from the oxide coated cathode being one. Thorium Dioxide is bad stuff. It is radio active (not a pun) and can cause cancer. I suspect the rush of air thru the elements when the envelope burst along with the shock from the drop of the tube breaks bits of material loose and then disperses them into the air.

73

Bill ko4ww

William L. Fuqua III P.E. E-mail WLFUQU00@POP.UKY.EDU Phone (606) 257-4155
Department of Physics and Astronomy CP-177 Chem. Phys. Bldg.
University of Kentucky , Lexington, Ky 40506-0055

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: QSX KM6NK 50.4?
Message-ID: <84344.ddillman@igc.apc.org>

On Tue, 18 Jun 1996 11:53:05 -0500 (CDT),
Jim Lockwood <jml@spider.lloyd.com > wrote:

>Six was open last night out here on the left coast from about 7PM until
>sometime after 11:30PM, when I just could not stay awake any longer. I was
>monitoring and calling on AM on 50.4 but never heard any signals at all.

Hey, Jim. Were you possibly using the Glegg for listening?

To Jim other 6m AM aficionados, I saw a Gonset Communicator/linear
amp combo (actually, two of 'em) at the Livermore swap meet two months
ago - for 6m, I think. I pondered 'em heavily but passed 'em by.
Would they have made a viable 6m AM setup, do you think?

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: jml@spider.lloyd.com (Jim Lockwood)
Subject: Re: QSX KM6NK 50.4?
Message-ID: <m0uWMG1-001NdCC@spider.lloyd.com>

>To Jim other 6m AM aficionados, I saw a Gonset Communicator/linear
>amp combo (actually, two of 'em) at the Livermore swap meet two months
>ago - for 6m, I think. I pondered 'em heavily but passed 'em by.
>Would they have made a viable 6m AM setup, do you think?
>
6M is very tolerant of low power. Even a barefoot Communicator will do just fine. The receiver is very sensitive and the transmit audio is nice.

The Gonset amplifiers that match communicators don't show up all that often. I suspect they are still coveted by modern ops who use sand boxes to drive them. In any event, IMHO, a Communicator and the matching linear would be a pretty neat 6M AM station.

73,

Jim

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: QSX KM6NK 50.4?
Message-ID: <67085.ddillman@igc.apc.org>

On Wed, 19 Jun 96 05:21 PDT,
Jim Lockwood <jml@spider.lloyd.com > wrote:

>The Gonset amplifiers that match communicators don't show up all that often.
>I suspect they are still coveted by modern ops who use sand boxes to drive
>them. In any event, IMHO, a Communicator and the matching linear would be a
>pretty neat 6M AM station.

Rats! Missed the "boat" once again. I will now comfort myself by thinking that they were either 1) 2m radios, or 2) the TVI could have caused the neighbors to get out their pitchforks and torches - again.

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: dfrancis@usa.net (Dexter Francis)
Subject: Quest tube inventory
Message-ID: <v01520d03adeceb308bfc@[192.156.196.137]>

Greetings all -

Just a little note to let y'all know that the glow bottles are all safe in my third garage and I hope to have the database up and running within a few days. (It took three of us 9 hours to pack them all up.) I had no idea it was going to be this massive. I feel like I'm drinking from a fully open fire hydrant.

Thanks for all the words of encouragement and support. We're not there yet, but I think I see some light at the end of this particular section of tunnel.

-df

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Al Klase <alklase@postoffice.ptd.net>
Subject: R-366 Documentation
Message-ID: <199606191303.JAA15527@ns1.ptd.net>

Does anyone know of a source of documentation for the R-366?

73,
Al
Al Klase - N3FRQ
alklase@postoffice.ptd.net
Flemington, NJ

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: Matt Jodziewicz <mattj@oraus.com>
Subject: R390A Cost New and Smooth Tuning Idea
Message-ID: <01BB5DE1.30501500@mattj.oraus.com>

Well UPS finally brought a Collins R390A that I found through the =
rec.swap listings posted by Dick Dillman (thanks Dick although we've =
never met I owe you a big one). The unit is in dirty but very clean =
electrical condition as it was apparently stored and guarded by fierce =
spiders. Guess I may be sick from the office tomorrow--tomorrow? I feel =
an illness coming on that requires me to go home with the radio NOW!!

But I need help from the collected wisdom. What was the cost of the =
R390A units to the government when new? A couple of sand junque box =
types around here cannot believe the construction, so a very animated =
discussion followed as to what it cost our favorite uncle. Can any one =
help?

Finally, what say for making the gearing smooth by removing the =
gearing, adding lapp compound and connecting the drive gear shaft to a =
controlled chuck such as a drill? Carefully monitoring the number of =
turns and compound may give a smooth feel? What say?

Sorry for the bandwidth but it's my first post.

Matt J WB2VZS

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996

From: Morris Odell <morriso@vifp.monash.edu.au>

Subject: Re: R390A Cost New and Smooth Tuning Idea

Message-ID: <199606200139.LAA22353@vifp.monash.edu.au>

Hi,

> Finally, what say for making the gearing smooth by removing the
> gearing,
> adding lapp compound and connecting the drive gear shaft to a controlled
> chuck such as a drill? Carefully monitoring the number of turns and
> compound may give a smooth feel? What say?

I'd be reluctant to do this. The transmission is probably tight because of
accumulated gunk and dirt. It is sure to free up with a <proper>
disassembly, clean and lube followed by alignment as per the manual. I
wouldn't remove any metal that was there originally for fear of eventually
making it too sloppy.

An exception to this rule might be to deepen the "megacycle" detents if the
detent disk is worn as they tend to become shallow and not hold. I will
eventually have to replace mine for this reason. Another area of wear is in
gears meshing with spring loaded anti-backlash gears. These teeth may wear
as a result of "sandwich" pressure and eventually need to be replaced. The
gear driving the kilocycle counter is an example of this.

These radios were designed by experts who knew what they were doing. I
certainly wouldn't tamper with something like the gearbox in a '390, at

least not with my present level of expertise (or lack of it) :-)

73

> Sorry for the bandwidth but it's my first post.
> Matt J WB2VZS
>

Morris Odell VK3DOC Melbourne, Australia
morriso@vifp.monash.edu.au
<http://www.vifp.monash.edu.au/CFM/staff/mo.html>

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: Bill_Carns-R07670Q@email.sps.mot.com
Subject: RE>Re- silky smooth 390A kc
Message-ID: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>

Reply to: RE>Re: silky smooth 390A kc knob
Excellent analysis and fix of the problem. Particularly the part about loosening the bushings, then tightening the RF deck, letting everything self align, then tightening the bushings. I have seen many cases where not doing this proves disastrous in terms of long term wear and stress along with the obvious not working smoothly.

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Rick Mish CV-591A
Message-ID: <84415.ddillman@igc.apc.org>

On Tue, 18 Jun 96 08:07:45 PDT,
dgibbs@rational.com <dgibbs@rational.com> wrote:

>Hi Dick!

Greetings, Dennis. I'm also replying to the list in case others might be interested.

>I have a question for you. I have already known about Rick
>Mish's reputation (and cost) for overhauling R390As, but I
>have not heard about him overhauling CV-591As. I have a
>couple questions for you, if you have the time:
>

>1) Did you buy this CV-591A yourself and send it to him to be
> overhauled, or did you buy one outright from Rick? If you
> bought this CV-591A from Rick, how much does he charge for
> these?

I already had the '591 - it came with my GPR-90RX for only \$10!

>2) If this CV-591A was not bought directly from Rick, how
> much is he charging for the overhaul? Was it in working
> order before you sent it to him?

The unit worked, but clearly not optimally. Mechanically, it was missing the AC power connector and bottom plate. Electrically, Rick has reported at least one bad tube (how could it have worked at all?) and much inexplicable wiring modification in the power supply area.

I requested a complete overhaul - whatever was needed to return the unit electrically and cosmetically to as near new as possible. Plus, I asked him to re-paint the front panel in gloss black to match my black R-390A.

The work, including new bottom plate, power connector, re-wiring, alignment etc., etc., and paint job was \$150 plus \$50 for boxing and shipping. I must admit I have not yet seen the unit but the price seems quite reasonable to me.

>3) What is his turnaround time for something like this? How
> long does it take him to do an overhaul on a CV-591A?

I'd have to check my file at the office to be sure, but it was probably between 4 and 6 months. Others would be quicker if the front panel doesn't need a re-paint. In fact, even those needing a re-paint should be quicker since Rick made the silk screen he will use in future re-paints from my unit and that took extra time.

>I use CV-591As extensively with my R390As. I am looking to
>acquire more CV-591As, as I only have two currently, but have
>4 R390As. I really like these units, and am always on the
>lookout for sources for these units, as well as service!

Poor guy. Only two '591s and four '390s! Well, at least your house won't blow away. When the unit arrives I'll let you and the list know how it looks and performs.

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:

Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: RE: Rick Mish CV-591A
Message-ID: <67095.ddillman@igc.apc.org>

On Wed, 19 Jun 96 06:59:25 PDT,
dgibbs@rational.com <dgibbs@rational.com> wrote:

>Thanks for the response! I have another question about the portion
>of your message I have repeated below. Interestingly, one of my
>CV-591As had some really wierd power supply mods as well when I
>bought it. It caused the unit to not work. In fact, if I recall,
>the rectifier tube filaments were not wired in.

>

>What kind of electrical mods had been made to your power supply?
>If the mods were similar to the ones on my unit, it makes it
>sound as though there was some application that required this
>mod.

Dennis, with you and me and Cal, that makes three (I can count!)
CV-591As with so far inexplicable power supply mods. Most strange.
As to the mods done to mine, I really can't say what they were. The
unit worked when I had it and the only reason I know the mod was there
is because Rick called to report it - and he couldn't figure it out!

So far it seems your idea about there being some unknown application
that required the mod makes the most sense. Anyone else out there
with similar wiring changes in their '591?

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: fbsnyder@mail04.mitre.org (Forrest B. Snyder Jr)
Subject: Select-0-Ject
Message-ID: <960619083252.16130@mail04.mitre.org.0>

Al, N5AIT, "The built-in "Select-0-Jet" ..., an audio version of a
Q-multiplier does wonders with selectivity....."

The 1964 (page 129) and some earlier ARRL Handbooks include a circuit diagram for an outboard Select-O-Ject using two 12AX7's. Anybody game for building one?

Forrest B. Snyder, Jr

N4UTY

RCVR: BC-348-R

XMTR: Johnson Adventurer -- 50 W to a single 807

Johnson Matchbox

40 Meter Center-fed Zepp between two trees at 30 feet

"Sure, it's 1936 technology, but it's GOOD 1936 technology!"

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996

From: Richard Biddle <rbiddle@madvax.mo.ti.com>

Subject: Re: silky smooth 390A kc knob

Message-ID: <31C878C4.7AC8@madvax.mo.ti.com>

Based on my sample of one, I thought it was easy to do (grin). When I first got it the tuning was really tight and squeaky. Now you can spin it with a finger. Not knowing any better I did the following:

1. Pulled the RF deck
2. Cleaned the gears to remove all the crud. I used an environmentally unfriendly cleaner I still have around. (TRIC)
3. Lubed the gear train with top grade light gun grease. Lubed the bearings with top grade gun oil.
4. Pulled each slug rack. Cleaned the metal cams and lobes to remove the gunk. Lubbed the cams and rollers with gun grease. Lubbed the bearings with gun oil.
5. Used a swab dipped in dilute IPA to gently clean out the coil forms. Also wiped off the slugs with a rag. Lubricated the slugs with a very light coating of silicon grease.
6. I loosened the screws holding the front plate slightly and spun the big gear behind the KC knob with a finger. Everything seemed to be pretty smooth so I carefully tightened the screws.
7. I loosened the bushings on the front panel to let them float. I lubed them with gun grease. After I put the RF deck back in and tightened all the screws, I then tightened the bushings.

This was a recent vintage R-390A (RF deck was EAC) so YMMV.

--

73 de Richard, KB5WLH << The Internet - CB Radio >>
rbiddle@madvax.mo.ti.com << For The Nineties >>

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: jproc@worldlinx.com
Subject: SP600JX Variations
Message-ID: <Chameleon.4.01.2.960619214826.jproc@>

Dear BA'ers,

I have done some additional research on the SP600 JX and incorporated a few of the answers that I received to my recent questions. Luckily, I have two SP600 manuals with a small time spread between the published dates. The first, is the USAF version of the manual dated Sept 4, 1952. The other, is the Hammarlund commercial version (Issue #7) dated May 1956 and reprinted in May of 1966 (Issue #7).

ANTENNA CONNECTOR J1

In both the 1952 and 1956 manuals, the antenna connector on the RF platform is shown as a twin-ax type (UG 103). Supplied with the receiver is an angle plug adapter UG-104U (Amphenol 83-22AP) and a UG-102/U connector plug (Amphenol 83-22SP). These twin-ax connectors are designed for use with RG22 co-ax. The installation instructions state that one pin of the antenna connector should be grounded for operation with an unbalanced antenna. That's likely the reason why the antenna ground post was mounted about 2 inches from J1.

Every SP600 owner who responded, stated that their receiver was fitted with an S0239 connector (including myself) instead of the twin-ax type. I can only draw one of two conclusions here. Either every original purchaser retrofitted an S0239 connector (less probable) or, Hammarlund introduced it into the product line at a later date without changing the documentation (more probable). Any opinions on this?

ANTENNA IMPEDANCE

For balanced operation, RG22 co-ax is recommended. This is 95 ohm shielded twin-ax and would have likely been used in fixed installations. The balanced 'herringbone' or 'Christmas tree'

antenna that was mentioned by a few respondents cannot be referenced in my manuals. For shipboard operation, flattop or vertical wire antennas were the order of the day.

REAR APRON - 1952 MANUAL

The picture shows fuseholders only on the left rear of the apron. To the right of the four screw speaker terminal strip, is a phono input terminal strip.

REAR APRON - 1956 MANUAL

A spare fuse block has been added and the phono input has been deleted. A four screw terminal strip has been added over top of the speaker terminal strip. The markings are 'DIODE OUTPUT' and 'AVC'. The AVC input allows the installation of a .01 uf capacitor across the AVC line to increase the time constant and thus producing a slower AVC. These are not significant differences, but this should help to provide a date reference for current SP600 owners. In other words, was your SP600 manufactured closer to 1952 or 1956?

BIAS SUPPLY

In the 1956 manual, the schematic shows the addition of a -1 volt bias supply whose purpose is to make the AVC line slightly negative in the absence of a signal. The output is terminated with a voltage divider (R48,R115,and R116) and is selectable with what appears to be a lug and two screws. The two positions are labelled 'Normal' and 'DF'. The 1952 schematic does not have this and I haven't been able to find any reference to this 'selection' in the manuals. Hopefully someone may be able to solve this one.

To those who were able to respond or offer comments to my questions, I thank you very much and hope this summary helps to further understand the small variations in the SP600 JX.

Regards,

~~~~~  
Jerry Proc VE3FAB  
E-mail: jproc@worldlinx.com  
Radio Restoration Volunteer  
HMCS Haida, Toronto Ontario  
~~~~~

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996

From: Jeffrey Herman <jherman@hawaii.edu>
Subject: SSB
Message-ID: <Pine.GS0.3.93.960618230339.8698B-100000@uhunix5>

Can someone tell me approximately when SSB was invented? I vaguely recall reading that experimentation was done as early as the 30's.
Can someone confirm this?

Jeff KH2PZ / KH6

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: jkh@lexis-nexis.com (John Heck)
Subject: Re: SSB
Message-ID: <9606191234.AA03394@beans.lexis-nexis.com>

The ARRL handbook "Single Sideband for the Radio Amateur" lists Robert Moore, W6DEI,
as one of the first amateurs to put a SSB rig on the air back in 1933.
John Heck
jkh@lexis-nexis.com

>
> Can someone tell me approximately when SSB was invented? I vaguely
> recall reading that experimentation was done as early as the 30's.
> Can someone confirm this?
>
> Jeff KH2PZ / KH6
>
>

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: SURVEY: What is the fairest method of selling items on the
Message-ID: <199606190245.VAA05797@dlep1.itg.ti.com>

At 08:23 PM 6/18/96 -0500, you wrote:

>
> I am interested in what you think - which method is fairer? Please send
> your vote to me by e-mail, not to the list! I will post the results.

Hi Michael,

I firmly believe it's the seller's prerogative to disposition equipment as

he sees fit, solely at his own personal discretion. Say, for instance, a close friend wants to buy a piece of equipment after you've posted it for sale. I would expect you to sell it to him (or her). Similarly, if you don't want to sell to a certain individual, perhaps because you suspect that person is interested in the unit only as a parts rig, then you are under no obligation to sell it to them.

About the only thing I can think of offhand that I would consider unfair is renegeing on a deal. Otherwise you can have as much fun with it or put as much time into as you desire, whether to maximize your profits, find the equipment a good home or whatever.

I can think of a number of equally legitimiante ways to disposition stuff: first response, closed bid, open bid, lottery or just plain personal preference.

Good luck. Please let us know how many different methods are suggested.

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: dma@IslandNet.com (Jan Skirrow)
Subject: Tek Fan Motor Refit
Message-ID: <m0uWT9z-000WEGC@comm.amtsgi.bc.ca>

Hi gang ...

I decided to refurbish the fan motor on my Tek 575, as it was starting very slowly, and seemed stiffer than it should be. Lubrication helped, but not much. As expected, it was thoroughly gummed up. It cleaned up well, and runs much easier now.

However, each end of the shaft has a snadwich of first: what look like small bakelite washers, then what looks like a copper shim, a stainless steel shim, another copper shim, and then the outside bakelite washers. The copper (or maybe copper berylium) shims are badly worn, and a couple are close to disintegrating. I seem to recall some comment about using plastic shims here. Any suggestions????

Also, as I wasn't sure I could salvage the packing, I didn't remove the end bushings - just cleaned them and reassembled with a bit of white lithium grease. I assume the packing that holds the bushs is replaceable, and needs to be as it is gummed up with old oil. What can be used here?

Sooner or later I'll want to redo the 575 motor, and my 535 motor also seems

in need of work.

Thanks

Jan Skirrow, VE7DJX
dma@islandnet.com

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: Morris Odell <morriso@vifp.monash.edu.au>
Subject: Re: Tek Fan Motor Refit
Message-ID: <199606200108.LAA22082@vifp.monash.edu.au>

Hi Jan es gang ...

You'll probably see more about this from the "gurus" bu here's my \$0.02 worth...

> I decided to refurbish the fan motor on my Tek 575, as it was starting

I seem to recall some comment about using plastic shims
> here. Any suggestions????

I used nylon washers which were available from an engineer's supply house here very cheaply. They were available in just the right size, if you take in a sample they should be able to match it.

> Also, as I wasn't sure I could salvage the packing, I didn't remove the end
> bushings - just cleaned them and reassembled with a bit of white lithium
> grease. I assume the packing that holds the bushs is replaceable, and
needs
> to be as it is gummed up with old oil. What can be used here?

I haven't needed to redo these on a Tek motor but from experience with other similar motors here's what may help:

The packing acts as an oil reservoir to keep the sintered porous bushing lubricated. The packing is some sort of felt substance. If you don't want to replace it, disassemble the motor and soak the whole bearing assembly packing and all in a solvent such as trichlorethylene (taking suitable precautions). Several rinses may be required to dissolve out all the goo. The correct lubricant is not grease, but light oil which permeates the sintered porous bushing. I've used "3 in one". Soak the packing and allow to drain, then reassemble.

Good luck, I have a 575 and '35 as well in my collection and love 'em both.

Morris Odell VK3DOC Melbourne, Australia
morriso@vifp.monash.edu.au
<http://www.vifp.monash.edu.au/CFM/staff/mo.html>

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: Tek Fan Motor Refit
Message-ID: <199606200341.WAA11271@zoom.bga.com>

As Jan Skirrow said

>
> Hi gang ...
>
> I decided to refurbish the fan motor on my Tek 575, as it was starting very
> slowly, and seemed stiffer than it should be. Lubrication helped, but not
> much. As expected, it was thoroughly gummed up. It cleaned up well, and runs
> much easier now.
>

Take the motor apart, catching any thrust washers that are left
(usually, the ones on the non-fan end are OK). Be sure to catch the
fiber slinger that is behind the fan.

Wash the two pillow blocks with a suitable solvent. Gasoline is fine
here. Clean the thrust washer remains out of the fan end pillow block.

For new thrust washers, I just used 1/4 inch light steel flatwashers
(AN960-4) and nylon washers, alternated. I lubricate with Lubriplate.
Put the thing back together, adjusting the new washer pack for a small
amount of end play (.005 is sufficient). Reinstall in the scope.

Note that the rotor should be approximately centered front-to-back in
the stator. Add and remove shim washers as needed to center the rotor.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: spr@earthlink.net (Scott Robinson)
Subject: The Jeremiah O'Brien
Message-ID: <v01530500adee64c1bd8c@[198.95.1.28]>

Folks,

I've been on board this ship, and the radio room looks all original to me, as does the rest of the vessel. So you Oregon folks, check out the O'Brien's radio room while you're at the pier.

/scott robinson
spr@earthlink.net

Scott Robinson
spr@earthlink.net

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: lkayser@rideau.net (Larry Kayser)
Subject: The start of amateur SSB and the first Repeater ever...
Message-ID: <199606191933.PAA29535@mail.peterboro.net>

Further to the amateur use of SSB. I just loaded and searched the abstract of my many many 9 track tape database of information on radio. There are six references to "Carrierless AM" radio (or SSSC) in QST prior to 1936, these are probably from the "Station Activities" section each month if anyone wants to follow up on this.

Further I finally found the first ever repeater, "Automatic Relay Work" between w3zx and w3cot did it on 14 Mc HF with a 56 Mc link between them. Repeater QSO's were intercontinental!!!! They did it before k6myk!!!!

Larry
va3lk / wa3zia

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Norm Flasch <flasch@cushy.eecs.nwu.edu>
Subject: toxic BA materials
Message-ID: <199606191412.JAA18697@cushy.eecs.nwu.edu>

While we are on the subject of toxic BA materials, I have a question: Occasionally, I notice a green oxide coating on some BA chassis or other internal parts like nuts, bolts and brackets. This usually washes off with soap and water. Someone once told me that this is a toxic substance (cadmium ?) and you should wear protective gloves when cleaning it off. I do.

Does anyone have more input on what this is and how dangerous it really is?

--

Norm Flasch flasch@eecs.nwu.edu Northwestern University
Electrical Engineering and Computer Science

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Greg Anders" <anders@autopsy.corp.sgi.com>
Subject: Using 390A filters in a 75A4
Message-ID: <9606190855.ZM5208@autopsy.corp.sgi.com>

I've been told that R390A mechanical filters can be made to work in a 75A4. My 75A4 could use a bit more bandwidth for AM so I'm considering the idea. Its also been said that the 390A filters need a mounting/plug to work in the nine pin sockets on the 75A4. I have two questions...

1. Are there any impedance considerations to be addressed when using a 390A filter in a 75A4?
2. Anyone know a source for hardware or a workaround for mounting?

Any suggestions would be greatly appreciated as my 75A4 currently sounds like it has nasal congestion...

Thanks,

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: Andy Wallace <wallace@mc.com>
Subject: vacuum variables
Message-ID: <9606191626.AA09587@taku>

----- Begin Included Message -----

From: "Andy Howard, WA4KCY" <102452.362@compuserve.com>
Subject: Re: Beryllium Copper

Very valuable metal in vacuum variables. With the cost of vacuum variables you certainly want them to last as long as possible. With the flexibility of the beryllium copper seal they will crank in and out many times.

----- End Included Message -----

Question to the List:

What IS the lifespan of a vacuum variable? I have not seen one close up and so the construction was a mystery to me until the discussion here.

I am assuming that the advantages are smaller plate spacing because there is no air dielectric, and higher reliability.

I wonder how necessary they are for BA transmitters running higher power.

Is it safe to assume that they are still making new ones?

And lastly...I see them in Fair Radio's catalog -- anyone bought from them and how are their prices/samples?

73,
--Andy
wallace@mc.com

..who wants to homebrew something QRP rather than QRO anyway

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Andy Howard, WA4KCY" <102452.362@CompuServe.COM>
Subject: Re: vacuum variables
Message-ID: <960619171803_102452.362_DHT93-3@CompuServe.COM>

> Question to the List:

>

> What IS the lifespan of a vacuum variable? I have not seen
> one close up and so the construction was a mystery to me
> until the discussion here.

Andy, I do not know how long a vacuum variable will last but apparently a long time. I have some that have been in use for several years. It depends of course on how many times you change bands and have to reload the transmitter.

>

> I am assuming that the advantages are smaller plate spacing
> because there is no air dielectric, and higher reliability.

There are several advantages to vacuum variables. They take up less space for

one thing for the amount of capacitance. The inside looks very much like a cylinder that slides inside another cylinder. The sliding in and out changes the capacitance. The two elements are very close together (high capacitance capability) and because of the vacuum there is no flashover because of the close spacing. Another advantage is that you can crank one down to a very low amount of capacitance. This is very desirable when building something that is to cover the entire amateur band. With an air variable you cannot get a very low minimum capacitance and a high capacitance from the same cap without having to switch in extra capacitance in the form of doorknob caps to get enough for the lower frequencies. Vacuum caps also seem to have less of a problem with picking up stray capacitance from the chassis, etc.

> I wonder how necessary they are for BA transmitters running
> higher power.

Power is not really a factor although the previous reasons for using them certainly apply.

>

> Is it safe to assume that they are still making new ones?

I would assume that Jennings Radio Company may be making them but I am not sure. There is a large number of them around at flea markets, broadcast equipment suppliers, etc.

>

> And lastly...I see them in Fair Radio's catalog -- anyone
> bought from them and how are their prices/samples?

Fair Radio is one of the major sources of the vacuum caps and their prices are very competitive when compared to someone like suppliers to the broadcast trade. The T-368 uses two vacuum variables. One for loading and one for tuning. The loading cap if I remember correctly will go from 0 to 1500 mmf. and is rated at 7500 volts or so.

> 73,

> --Andy

> wallace@mc.com

>

> ...who wants to homebrew something QRP rather than

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996

From: Morris Odell <morriso@vifp.monash.edu.au>

Subject: Re: vacuum variables

Message-ID: <199606200059.KAA21984@vifp.monash.edu.au>

Hi All,

> And lastly...I see them in Fair Radio's catalog -- anyone
> bought from them and how are their prices/samples?

I bough one from Fair a couple of years ago by mail order, for a magnetic loop antenna. It arrived in Oz by surface mail in perfect condition packaged in bubble wrap in a box full of crumpled newspaper. I don't know how the prices compare as they are otherwise very difficult to find down here.

Morris Odell VK3DOC Melbourne, Australia
morriso@vifp.monash.edu.au
<http://www.vifp.monash.edu.au/CFM/staff/mo.html>

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: Roy Morgan <morgan@speckle.ncsl.nist.gov>
Subject: Value, Collins R-388 ???
Message-ID: <9606192140.AA19146@speckle.ncsl.nist.gov>

Anchorites,

What's the value range lately for fair to good Collins R-388?

Thanks in advance.

-- Roy Morgan/Building 820, Room 562/Gaithersburg MD 20899
(National Institute of Standards and Technology, formerly NBS)
301-975-3254 Fax: 301-948-6213 morgan@speckle.ncsl.nist.gov --

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Wanted - CV-2C/TX
Message-ID: <84433.ddillman@igc.apc.org>

Since I know the whole list is waiting in trembling anticipation for the day when my TT-1F/TXC-1 BA fax machine comes on-line, I thought I'd report that the required PP-86 power supply from Fair is expected to arrive this week.

Since one hopes the ceremony of the Great Plugging-in is not too far away, the question of a fax converter arises. I have one that will probably suffice in my *other* BA fax machine, but I'd like to find the one that was intended for the TXC-1. This would be the above captioned CV-2C/TX.

I actually had one of these once. I remember it as being a rack mount job maybe 12" high with a double-wedge eye tube on the front panel along with some other controls.

Since we all know the list has produced wonders in the past, I make bold and ask:

Anyone got a CV-2C/TX they'd be willing to part with?

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: "D.D. Todd" <dube3@n-link.com>
Subject: Wanted: Fisher 400-C schematic.
Message-ID: <31C7886A.7768@n-link.com>

Sorry to bother the list again with this request, but I thought I had discovered one and
I deleted the messages about which SAM's folder it was. Somehow I lost contact with the
fellow who had the schematic. Please, whoever posted the information about the SAMs
folder, please e-mail me again.

Thanks

--

73,
Dube Todd AB5AP dube3@n-link.com

If we had to tolerate in others all that we permit in ourselves, life would be completely unbearable.

- Georges Courtelline

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: Peter Ferrand <petef@sprynet.com>
Subject: Wanted: 7094 tube
Message-ID: <2.2.32.19960619220238.0072db40@m3.sprynet.com>

I'm looking for a 7094 tube in reasonable condition at a reasonable price.

Also a couple of 809's if you've got 'em.

tnx es 73,
-Pete
petef@sprynet.com

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: Terry Burge <terrybu@netman.ENS.TEK.COM>
Subject: whatisit
Message-ID: <9606192131.AA00755@netman.ENS.TEK.COM>

Gang,

A friend of mine has this boatanchor the he is wanting information on.
I thought I would post it to the group to see if anyone knows about Colonial
Radio Corp. Evidently a Navy piece from what Russ says.

Terry

----- Forwarded Message

Return-Path: russm@netman.ENS.TEK.COM
From boatanchors@theporch.com Thu Jun 20 00:19:36 1996
From: Tom Norris <badger@telalink.net>
Subject: whatisit
Message-ID: <2.2.32.19960619143830.00695310@telalink.net>

Snip

>
>CONTRACTOR COLONIAL RADIO CORPORATION BUFFALO NEW YORK CONTRACT
>NXSR-37799"
>
>8" HIGH, 7" DEEP, 10" WIDE; ARMY GREEN; EXTERNAL POWER WHICH COMES IN
>FROM A MALE 5 PIN TUBE PLUG ON BOTTOM, 3 ACORN TUBES, 3 OCTALS, 4
>BANDS, 131 "CHANNELS", 2" METER FOR T AND R FILIMENTS AND TRANS PLATE
>MA; 4 PIN MIKE, PHONE AND KEY JACK; CRYSTAL CAIBRATOR. ANY IDEAS? ANY
>HINT OF A SCHEMATIC? FREQUENCY OR OPERATION?
>

> TNX, BEST OF 73S, RUSS

Russ, et al I know where there is another one. Darned mind went blank as to the type number...

The critter is a tunable transmitter/regen receiver, AM(?) VHF 1?? range.

Logging Scale rather than

actual frequency dial. Tilttable antenna mounting on the side? There is one of these

units sitting at Hardware Etc. here in Nashville along with a manual. I'll have to go down there tomorrow

and take a look at it again tomorrow since this post has my curiosity going.....

Tom KA4RKT

badger@telalink.net

We have enough Youth. How about a fountain of SMART??

From boatanchors@theporch.com Thu Jun 20 00:19:36 1996

From: "Richard A. George" <wa6jox@rain.org>

Subject: Re: whatisit

Message-ID: <Pine.SUN.3.93.960619192040.12298C-1000000@coyote.rain.org>

Colonial Radio was in Niagra Falls/buffalo NY. My dad worked for them for years up untill the war. After the war they were bought out by Sylvania.

On Wed, 19 Jun 1996, Terry Burge wrote:

> Gang,

> A friend of mine has this boatanchor the he is wanting information on.

> I thought I would post it to the group to see if anyone knows about Colonial

> Radio Corp. Evidently a Navy piece from what Russ says.

>

> Terry

>

> ----- Forwarded Message

>

> Return-Path: russm@netman.ENS.TEK.COM

> Date: Wed, 19 Jun 96 13:16:48 PDT

> To: <terrybu@cascade.ENS.TEK.COM>, "Terry R Burge" <terrybu@bangate1.TEK.COM>

> From: Russ Mickiewicz <russm@netman.ENS.TEK.COM>

> Reply-To: <russm@netman.ENS.TEK.COM>

> Subject: Old Radio

> Mime-Version: 1.0

> Content-Type: text/plain;
> charset=US-ASCII
> Content-Length: 688
>
> Date: Mon, 17 Jun 1996 21:58:45 -0700 (PDT)
> From: "RUSS MICKIEWICZ, N7DHK (EX WA9SSR)" <R.MICKIEWICZ@TEK.COM>
> Subject: DO YOU HAVE ANYTHING ON THIS NAVY BOATANCHOR?
> To: bbeech@huachuca-emh8.army.mil
> Cc: R.MICKIEWICZ@TEK.COM
>
> CONTRACTOR COLONIAL RADIO CORPORATION BUFFALO NEW YORK CONTRACT
> NXSR-37799"
>
> 8" HIGH, 7" DEEP, 10" WIDE; ARMY GREEN; EXTERNAL POWER WHICH COMES IN
> FROM A MALE 5 PIN TUBE PLUG ON BOTTOM, 3 ACORN TUBES, 3 OCTALS, 4
> BANDS, 131 "CHANNELS", 2" METER FOR T AND R FILIMENTS AND TRANS PLATE
> MA; 4 PIN MIKE, PHONE AND KEY JACK; CRYSTAL CAIBRATOR. ANY IDEAS? ANY
> HINT OF A SCHEMATIC? FREQUENCY OR OPERATION?
>
> TNX, BEST OF 73S, RUSS
>
> - - - - - End of Forwarded Message
>
> - - - - - End of Forwarded Message
>
>

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: When was SSB invented
Message-ID: <199606192139.RAA19511@borg.mindspring.com>

SSB is much older than most of us realize altho it was amateur radio that led the way in spreading SSB around the world in the late 40's and 1950's.

According to Don Stoner W6TNS in the "New Sideband Handbook" p.13...

As early as 1914 sidebands were noted on amplitude variation stages and tests at NAA in 1915 proved the existance of sidebands along with the carrier. H. D. Arnold was able to attentuate the carrier and upper sideband to produce a lower sideband signal.

Further tests at AT&T were conducted by John R. Carson who constructed a balanced modulator that was patented in 1923. In the 1930's commercial stations tested SSB, but it was not until after World War II that Sideband became more widespread.

In the references provided by Stoner is a good one by Goodman in the January 1948 QST on page 31. Grammer and Norgaard provided follow-ups in the March and May 1948 QST's. ARRL also started an SSB column that appeared from time to time for several years.

Dave K4JRB

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: WTB Millen HV connector
Message-ID: <199606191933.0AA08770@ns.cyberhouse.com>

I need a Millen high voltage connector for a high priority project. I can rob one from a BA awaiting me to get a "round tuit" but I want to get that BA going also. Does anyone have such a connector, both male and female pieces, that they are willing to sell? Or, does anyone know of a commercial source?

thanks,
Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Wed Jun 19 17:37:14 1996
From: "CHARLES W. HALLETT" <ZI076@ccmail.ceco.com>
Subject: WTB - Lafayette Explor-Air Regen Receiver
Message-ID: <9605198352.AA835219635@ccmail.ceco.com>

I'd like to acquire one of these regenerative receivers described below by Steve N4LQ. Any leads?

>Lafayette "EXPLOR-AIR" 4-BAND RECEIVER KIT. It
>covered 550kc to 30mc in 4 bands and sold for \$22.95.
>It used a 12AT7 and 50C5 tube, had a 4" speaker and
>had band spread tuning. Two vernier dials for tuning,
>bandswitch, antenna tuning and regeneration graced
>the front panel. The Leatherette covered Wooden
>Cabinet was an extra \$2.85.

Chuck ai3o
cwhv@usa.net

From boatanchors@theporch.com Wed Jun 19 13:00:14 1996
From: "TOM N LAIRD 5-5777" <TL39597@deere.com>
Subject: WTB: 1962 handbook
Message-ID: <DACDXX21.TL39597.205449090096171FDACDXX21@TCP30.DX.DEERE.COM>

Date: 06/19/96
From: TOM N LAIRD 5-5777
To:
Subject: WTB: 1962 handbook

TL39597 - DACDXX21
INTERNET - DACDXE01

I bought a homebrew 6 meter transmitter at a hamfest. A guy standing next to me when I bought it said it was in the 62 handbook. It has four tubes with the final being a 2E26 (I believe).

Tom Laird WC9M Moline, Il
tl39597@deere.com